

Patent Claims:

1. A method for actuating an electrically controllable parking brake,
c h a r a c t e r i z e d in that at a driving speed exceeding a predetermined minimum speed, the brake torque at the braked wheels is reduced, in particular in order to prevent locking of the wheels braked by the parking brake.
2. The method as claimed in claim 1,
c h a r a c t e r i z e d in that the wheel slip is monitored to determine the reduced brake torque.
3. The method as claimed in claim 2,
c h a r a c t e r i z e d in that the brake torque is reduced after detection of wheel slip above a predetermined threshold value, and the brake torque is increased after detection of wheel slip below a predetermined threshold value.
4. The method as claimed in claim 3,
c h a r a c t e r i z e d in that the maximum wheel slip of the unstable phase (A) in which the wheel slip is by a defined amount below the vehicle speed (v_{ref}) is monitored to calculate a new nominal value for the brake torque.
5. The method as claimed in at least one of claims 2 to 5,
c h a r a c t e r i z e d in that the wheel slip of the wheel braked by the parking brake is monitored, said wheel showing the instantaneously greatest wheel slip (Select Low).

6. The method as claimed in at least one of claims 2 to 5, characterized in that the nominal value of the brake torque of the preceding calculation is also taken into consideration to calculate a new nominal value for the brake torque.
7. The method as claimed in at least one of claims 2 to 6, characterized in that the actual brake torque (2) prevailing at the time when the slip threshold is exceeded or a quantity derived by way of an approximation model that corresponds largely to the present brake torque (2) is considered in order to calculate a new nominal value for the brake torque.
8. The method as claimed in at least one of claims 2 to 7, characterized in that it is monitored over a defined period t_0 that the wheel slip has not exceeded another predetermined slip threshold in order to avoid underbraking conditions.
9. The method as claimed in at least one of claims 1 to 8, characterized in that the brake torque is increased in particular stepwise when underbraking occurs.
10. An electrically controllable parking brake for motor vehicles in particular comprising another electronic service brake system with anti-lock protection, characterized in that the parking brake includes an anti-lock device.

11. A brake as claimed in claim 10,
c h a r a c t e r i z e d in that the device operates
according to a method as claimed in at least one of claims
1 to 9.